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#### LATE TELEGRAMS.

##### University Reform in India.

Calcutta, November 25.—It is the intention of the Viceroy to allow public and expert opinion to have an opportunity of being heard before the reform of University education is definitely taken in hand by the Government, and to appoint a small Commission to visit the various Universities during the forthcoming winter to take evidence at each place. The Hon. Mr. Raleigh has accepted the Presidency of the Commission. Steps will be taken to secure the adequate representation of each University. The Commission will probably first visit Madras in February, and next Calcutta, Allahabad, Lahore, and Bombay.

##### The Melbourne Cup.

London, Nov. 25.—The following is the result of the race for the Melbourne Cup:—  
Revenue ... .. 1  
San Fran ... .. 2  
Khaki ... .. 3

##### The Blockaded Mahsuds.

Bombay, November 25.—Mahsuds attacked the escort of a survey party, on the Murtaza-Sarwaki road, consisting of a subadar and 32 men, who were returning from work to Khuzma Khulla. The sound of the shots reached the Khuzma Khulla post, and Captain Angles, in command, turned out with all the available men of the 17th Bengal Infantry and the Militia, and proceeded in the direction of the firing. About a mile and a half up the Khuzma road, but these were quickly driven off. Half-a-mile further on he found an over-seer and hawidar, of the 17th, badly wounded, and two coolies killed. A little further on the bodies of 16 sepoy, one over-seer, one bhilse, and a water carrier, were found, and two more were wounded. The ground was searched until dark, for the rest of the party, and then the forces returned to Khuzma Khulla. From the story of eight survivors it appears that the escort was ambushed just as the last picket was retiring and was shot down at close quarters. A subadar and seven sepoy are still reported missing, and may have escaped.

The best of us make mistakes, but the best of us never make the worst mistakes.

##### Pale Women.

Paleness is a true indication of blood poverty. It indicates that the health is not perfect. Health cannot be perfect with the blood pale and watery. Complexion is dependent on health. The blood form, the rosy cheeks, the lustrous eyes, buoyant and graceful movement are possessed only by the healthy.

Stearns' Wine of Cod Liver Oil makes the blood rich, red and abundant. It bestows the complexion and vigour of the whole system. To show this faith in its efficacy, all chemists will return the money paid for it if it does not prove of benefit. Miss S., Southport, Lancashire: "Please send me a bottle of Stearns' Wine of Cod Liver Oil. Miss S. was recommended to take this by her brother, Dr. S., and has found great benefit from it." At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

#### THE FUTURE OF SIAM.

Although Siam at the present time is not very important from the point of view of trade and engineering, and is consequently rather apt to be overlooked in the collection of information about countries in the Far East, it is still, says *Engineering*, very deserving of attention, not only from a political and social point of view, but also on account of its growing importance in industry and commerce. Its position relatively to Burma and China makes it impossible to overlook it in its political aspects, while to the student of sociology it presents an interesting study as the only country in the world in which the monarch is a professed Buddhist, and in which religion is the chief factor in the formation of the lives of the people. Matters in that part of the world are in a transition stage, and political and industrial forces are being brought into action which will not only mightily affect affairs in the various countries directly concerned, but will also react on industrial and economic conditions in Britain. Siam has hitherto been known in the commercial world chiefly for its teak and its rice. The Siamese Government is taking measures for the protection of this valuable timber which will probably reduce the quantity yearly exported, but will make the supply more constant and insure its continuance. On the other hand, the development of the railways, which is being pushed forward by the Government, will increase the export of rice by opening up new areas which are being brought under cultivation. The want of adequate means of communication has hitherto prevented a rapid growth of commerce, but still, in spite of that, as shown in *Engineering*, it has increased in ten years from £3,800,000 to £5,084,350, at which latter figure it stood at the end of last year. A powerful combination has recently been formed of German millers of Siam rice, for the purpose of keeping prices down, and it is said that they have obtained control of a local German-owned rice mill. This, taken in conjunction with the fact that the regular boats from Bangkok to Singapore, and on to the German rice ports, are nearly all German, gives that country a preponderant interest in the export of rice to Europe. In fact, British rice-exporting firms may be said to be no longer engaged at all in the European trade. In 1900 the amount of teak exported was 35,532 tons, and the calculated value £235,537 tons. Europe taking 11,182 tons, Hong Kong and China 2490, and India 14,622 tons. The total value of imports from foreign countries was £2,576,540, an increase of £44,403 over 1899. Steel, iron, and machinery, which increased in 1899, value being £109,346, an increase of £11,930 over the previous year; the United Kingdom supply 46.40 per cent of the total value, Germany 9.60, and America 5.10.

#### To Let.

##### TO LET OR SELL.

A EUROPEAN HOUSE, No. 21, Robinson Road.  
Apply to: MAN CHEUNG YUEN, Bonham Strand.  
Hongkong, November 8, 1901. 2280

##### TO LET.

ROOM, No. 72, QUEEN'S ROAD CENTRAL, formerly Office of the late Mr. Roussea.  
Apply on the PREMISES.  
Hongkong, October 28, 1901. 2199

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A HOUSE IN RIFON TERRACE.  
"THE RETREAT," MOUNT KELLY.  
HOUSES AS CAUSEWAY BAY, FACING THE POLO GROUND.  
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Hongkong, November 23, 1901. 2387

##### TO LET.

NO. 1, STEWART TERRACE, The Peak.  
Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, July 16, 1901. 1478

##### TO LET.

NOS. 1, 2, 3, 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD.  
Apply to: SANG KEE,  
296, Des Voeux Road Central.  
Hongkong, November 26, 1901. 1260

##### TO LET.

NO. 2, URMSBY TERRACE, Kowloon. Possession on or about the 1st December Next.  
Apply to: PUN HUNG,  
85, Queen's Road Central.  
Hongkong, November 19, 1901. 2367

##### TO LET.

HOUSE, "WOODLANDS," West, No. 9, SEMOR ROAD.  
Apply to: S. B.  
Care of "CHINA MAIL" Office.  
Hongkong, November 5, 1901. 2242

##### TO LET.

GODOWN, No. 54, DUNDRELL STREET.  
Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, July 4, 1901. 1389

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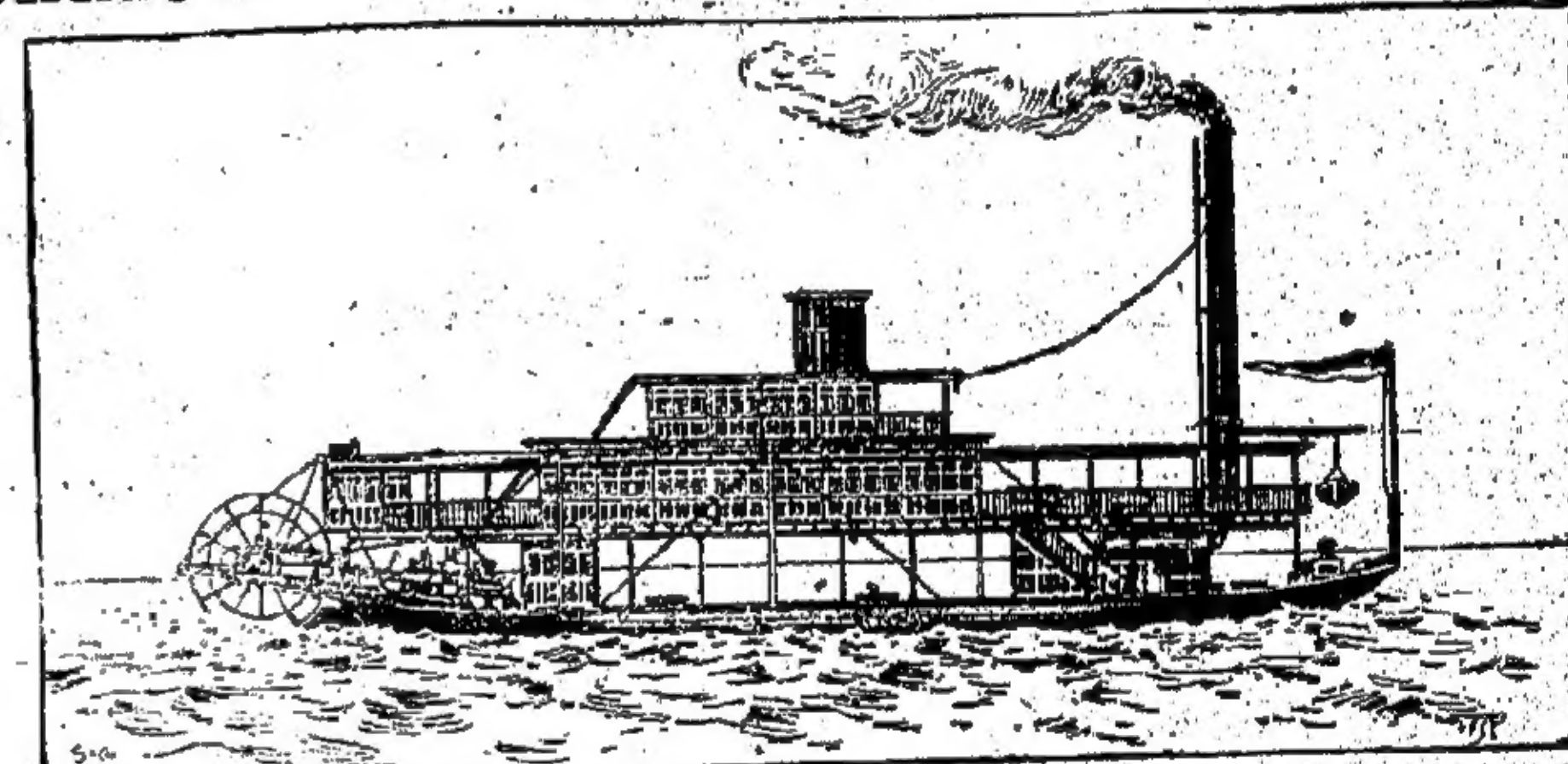
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Fine Old Bourbon ...  
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**MEMOS. FOR TO-MORROW.**  
Meeting.

5.30 p.m.—Meeting of Ethen Mark Lodge.

Amusements.

9 p.m.—Grand Concert at St. George's Hall.

General Memoranda.

Monday, December 2: 9 p.m.—Meeting of Zetland Lodge.

Thursday, December 5: 8 p.m.—Meeting of Shareholders of The Wanchai Warehouse and Storage Co., Ltd., at the Company's Office.

**EAST PRAYA RECLAMATION SCHEME.**

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. O. P. CHATER

The Full Details Printed in Pamphlet Form.

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**A. S. WATSON & Co., Limited,**

**THE HONGKONG DISPENSARY,**

**QUEEN'S ROAD CENTRAL.**

1837

**MARRIAGE**  
On the 20th November, 1901, at the Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., Minnie, only daughter of Dr. Emil Rueger, LL.D., of Zurich, Switzerland, to RONALD THORNTON, eldest son of Robert E. Thornton, B.N., of the Imperial Chinese Navy, Kiangyin, China.

**DEATH.**  
On the 21st November, at the Shanghai General Hospital, C. Z. ENG; aged 38 years.

The publication of this issue commenced at 5.30 p.m.

**The China Mail**

HONGKONG, TUESDAY, NOVEMBER 26, 1901.

We reproduce in this issue the report of the Commission appointed by His Excellency the Governor 'to enquire into and report on the question of the existing difficulty of procuring and retaining reliable chair and jinricksha coolies for private chairs and jinrickshas.' Whether or not one agrees with all the recommendations of that report, it is impossible to read it and the mass of evidence they have compiled without expressing admiration for the thoroughness and industry and commonsense of the three gentlemen composing the Commission; and we can only regret that His Excellency did not see fit to agree to the suggestions of Mr Justice Smith and Mr Wilcox that the scope of the enquiry should be extended to embrace the whole of the Chinese servant class employed in domestic service, for the troubles of employers are not confined to the turbulent gentlemen from Swatow and district who condescend to carry our chairs and pull our rickshas. However, His Excellency may have had good reasons for limiting the scope of the Commission's enquiry, and the wisdom of his decision may become apparent when the Government acts upon the recommendations of the Commission, as we presume it will act.

The chief recommendation of the Commission is that favouring registration of coolies. All other proposals are subordinate to this one, and we think the general public will agree, putting registration aside for the moment, that the proposals are not only good but feasible. It must have occurred to many residents that ricksha fares in Hongkong, when compared with omnibus or tramway fares in England or America, or any other civilised country, are exorbitantly high. As the Commission points out, it is simply ridiculous that a coolie should be paid 5 cents for taking a passenger from the Clock Tower to the Bank or the Club, even if the dollar cent is reckoned at its present depreciated value. It is not so in Shanghai, and if it is possible to work the check system there it should be as possible to introduce it and make it successful in Hongkong. If the Government goes about it in a businesslike way, the printing of checks need not cost the Colony anything, for some local firm would doubtless be willing to furnish the tickets in consideration of exclusive advertising privileges. The proposal to readjust the charges, of course, applies only to the public chair and ricksha coolies; but the Commission shows how the regulation of the public conveyances may be expected to react to the benefit of employers of private chair and ricksha coolies. Peak residents will agree without exception to the proposals made for their convenience. The distribution of chair coolies over the Peak District would be an obvious convenience, while the additional suggestion that the shelter at Victoria Gap should be put upon the public telephone system and placed under the supervision of an English-speaking Chinaman, who could send chairs, when wanted, to any particular house, is one which will meet with ready approbation, even if it does savour of grandmotherly legislation. The adoption of these proposals, and also the suggestion that the police should exercise a stricter supervision of the licensed public coolies, will help to mitigate some of the grievances brought forward almost daily. Kowloon residents will probably put forward a plea that fares on the peninsula should also be dealt with in any scheme for readjustment on the basis of time or distance. But, as we have already said, the main proposal for the better regulation of the private chair and ricksha coolies is registration. Over this, there is sure to be a division of opinion. Despite the fact that we are not in England and consequently live under different conditions, there will always be found, here and there, an individual who wishes to transplant to this ungenial soil the whole of the laws and principles of government that are in operation in

civilised communities. Philosophical theories on the everlasting problem of master and servant have their uses, we suppose, if only to stimulate discussion; but there are times when the application of mere commonsense knocks over an edifice of reasoning built up by a patient and painfully philosophic Spencer. If the Chinese coolie always treated his European employer fairly there would have been no Commission of Enquiry and no suggestion to submit him to registration. It is because the coolie, ignorant of Western notions of right and wrong, unacquainted with Spencer or any other writer on the liberty of contract, and by exercising his peculiar Chinese capacity for combination, abuses his power, that His Excellency the Governor was impelled to appoint a Commission to enquire into the question at issue and suggest a remedy of present evils. For that evils exist there is an almost unanimous consensus of opinion. Some gentlemen are so constituted that they can regard the insolence and insubordination of their servants and their occasional desertion as mere incidents of Hongkong life; some would rather do without them, and are doing without them, than have continual bickerings and inconveniences; others, believing that the British race has not yet lost its power to rule native races, are determined that an effort shall be made to so regulate those coolies that they shall be the servants and not the masters of those who give them the means of subsistence. We have no hesitation in saying that the majority of the European residents in Hongkong would welcome a scheme of registration. We have read through the greater part of the evidence taken by the Commission, together with the appendices and the proposed Ordinance to provide for the Registration of Chair and Jinricksha Coolies in private employ, and we have come to the conclusion that this proposed measure would help to mitigate, if it did not eradicate, the evils complained of by the various representative witnesses. The responsibility of registration is placed upon the coolie. The only responsibility placed upon an employer is that of learning whether the coolie is duly registered, and of returning the coolie's certificate, undetained, when the coolie leaves service. Only a magistrate is to be allowed to endorse remarks upon the certificate. There are no inconvenient responsibilities thrust upon the non-Chinese employer, and a knowledge of this fact should be sufficient to remove any remaining objections entertained by non-supporters of registration. It is perhaps too much to expect bigoted conservatives to accept the scheme. They will find flaws in this or any other scheme. But the general opinion in the community will be that the Commission is one of the most practical that has sat for some years in this Colony and that it has produced a scheme which, fairly treated, should work a radical change in a branch of domestic service that stands in urgent need of reform and better regulation; and we hope the community will show its sense of appreciation by supporting the Government in making the proposed scheme a substantial success, and thereby encourage it to deal with the much greater and more vexed subject of domestic servants in general. Messrs Sercombe Smith, Wilcox and Bodeley deserve public thanks for their painstaking efforts to place a workable scheme before the Government. We can only hope their labour is not in vain.

**The Marquardt Concert.**  
We publish below the programme of the concert to be given in the St George's Hall to-morrow night by Herr and Madame Marquardt:—

1 Violin Solo 'Suite No 3' ..... Ries  
2 Harp Solo 'Mazurka de concert' ..... Chopin  
3 Soprano, Harp 'Ave Maria' ..... Gounod  
4 Violin Solo 'Fugue and Fugue' ..... Bach  
5 Violin Solo 'Fantasia Faust' ..... Sarasate  
6 Harp Solo 'Pavane' ..... Debussy  
7 Soprano 'Upon your blue eyes' ..... Massenet  
8 Waltz song 'Love's Dream' ..... Gauguin  
9 Harp and Violin 'Elegy' ..... Ernest  
10 'Le Hussard Secret' ..... Liszt  
11 Intermzzo 'Ovali Rustici' ..... Mascagni  
As may be judged from the above programme, the concert promises to be a great treat for lovers of refined music. Herr and Madame Marquardt will give a concert at the Canton Club on Thursday night.

**THE BEST REMEDY FOR DIARRHOEA.**  
SOME years ago, while at Mortinburg, W. Va., I was taken with cholera morbus, which was followed by diarrhoea. The doctor's medicine did me no good. I was advised to get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I did, and it cured me sound and well. G. A. Morris, Emburyville, Pa. Sold by ALL Dealers. WARRICK & Co., Ltd., General Agents.

**LOCAL AND GENERAL.****Notes by the Way.**

Shaw fell continuously in Peking on the 12th and 13th inst., the depth being over two feet for two days. The cold was intense.

A Chinese went into a shop at Wanchai yesterday, and was set upon by the proprietor and his mistress. The customer sustained very severe injuries.

There were 391 European and 568 Chinese visitors to the City Hall Library, and 141 European and 1,705 Chinese visitors to the Museum during the week ended 21st Nov.

The Russian steamer *Ningpo* struck a rock between Fusan and Genzan on the 13th inst. One thousand cases of kerosene had to be jettisoned, and the steamer refloated and managed to reach Genzan.

The 13th Madras Native Infantry arrived at Singapore on the 14th inst. This regiment relieves the 16th Madras Native Infantry, which were to leave for Madras on the 18th inst.

During the month of October, there were 22 cases of typhoid fever, 33 cases of malaria and 71 of dysentery reported at Shanghai among the non-Chinese residents. There were 6 deaths from typhoid fever.

**The Alice Memorial Hospital.**

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Ho Ngok Lun ..... 500  
L. F. Thomas ..... 10

**Communicable Diseases.**

During the week ended 23rd inst., there were two cases of enteric fever reported to the Sanitary Board, one in the city of Victoria and the other imported from the north on H.M.S. *Adrian*. There were two deaths.

**The Canton Viceregalty.**

The Shanghai newspapers, which have been publishing long obituary notices of Viceroy T'ao Mu, of Canton, now nominate his successor, H. E. Kwei Chun, the Manchurian Viceroy of Szechuan, who is spoken of as a progressive official. T'ao is reported to be progressing towards convalescence.

**Mr William Potchick.**

Mr William Potchick, for so many years the secretary and adviser to Viceroy Li, arrived in Peking on the 10th inst., after a stay for his health at Chifoo. His health is reported to be in a serious condition, the result of the strain put upon him in June of last year, when he guided a party to the relief of the Christians at the old Portuguese cathedral of Nant'ang.

**A Trip to Kalgan.**

The Peking correspondent of the *N. C. Daily News* writes:—Capt. Poole, who has been on special service at the British Legation, and is here to study Chinese, has returned from a trip to Kalgan and on into Mongolia. He had only a Chinese escort, and that only part of the way. He found the country quiet, though he came across some armed bandits this side of Kalgan.

**Frozen Meat.**

The question of frozen Australian meat supply is taking a practical form at Hongkong. Nothing, we suppose, will be done here until the return of a British Infantry regiment to this garrison, says the *Singapore Free Press*, which quotes our recent article on this subject. For that provides the financial basis for any such method of meat supply.

**Football.**

To-morrow afternoon, on the Happy Valley, the Hongkong Football Club will play 38th Company, R.A.; kick-off at 4.30. The following will play for the Club:—H. S. Ewan, goal; G. B. Macdonald, R.A., and C. H. P. Hay, backs; S. I. Jenkins, J. W. C. Bonnar, and I. V. Bennett, halves; J. D. Danby, Capt. Tulloch, R. G. A. N. B. Rutherford, A. Norton-Kyke, and W. R. Seymour, forwards.

**The Rangoon Tramway.**

Last year 2,626,831 passengers were carried by the Rangoon Tramway Co., or over ten times the population of the town. Whilst this number was an improvement on 1899, it shows a slight falling off from 1898, when the number was 2,534,317. The wonderful thing (says *Indian Engineering*) is that all the time the Rangoon Tramway has been open, over 15 years, we believe, it has never earned enough to pay its unfortunate shareholders a dividend. The concession for the present clean tramways expires on the 22nd June, 1903, when the Municipality hopes to introduce electric tramways and electric lighting.

A SKIFFER used judiciously will often make a dull child smart.

**TO THE PUBLIC.**

ALLOW me to say a few words in praise of Chamberlain's Cough Remedy. I had a very severe cough and feared I would get pneumonia, but after taking the second dose of this medicine I felt better; three bottles of it cured my cold, and the pain in my chest disappeared entirely. I am most respectfully yours for health, Ralph S. Meyer, 64 Thirtieth St., Wheeling, W. Va. U. S. A. For Sale by ALL Dealers. WARRICK & Co., Ltd., General Agents.

**LOCAL AND GENERAL.****Madame Freed at Canton.**

Madame Freed gave a very successful performance at Canton on the night of Friday last. She was so well received by the residents of Canton that arrangements are being made for another concert at an early date. She gives a performance at the Peak Hotel on Tuesday next, the 3rd December.

**General O'Moore Craigh.**

The *World* says:—Major-General O'Moore Craigh, who succeeded Sir Alfred Gaselee in command of the troops left in China when the Field Force was reduced, will, it is understood, return to a command in India in January; but it is not quite settled whether he will resume charge at Aden, though it is believed he will do so.

**Japanese Steamer Damaged.**

The N. Y. K. s.s. *Kobe Maru*, which arrived at Shanghai from Japan on the 20th inst., suffered considerable damage on her voyage from Nagasaki. She did not meet with any very severe gale, but on the 19th inst. she was struck on the starboard side by an exceptionally large and powerful tidal wave, which burst in some of the cabin doors, flooded the cabins, carried away a companion ladder, one of the boats, and a quantity of light gear. The hull of the vessel was not damaged in any way.

**Death of Lady Roberts' Brother.**

The death is announced from Australia of Mr. Walter Anstruther Bews, the only surviving brother of Countess Roberts, the wife of the Commander-in-Chief. The deceased gentleman, who was the son of Captain John Bews, paymaster in the 73rd Highlanders, died at Geelong, Victoria, where he had resided for some years past. Earl and Countess Roberts have a further family tie in Australia, inasmuch as the wife of Archbishop Beaman, of Geelong, is a sister of Lady Roberts.

**Editorial Amenities.**

Thus the *N. C. Daily News*:—The editor of the *Japan Mail* writes from the fullness of his knowledge of politics in China a most eulogistic article on Li Hung-chang, whose course, we read, although it has led among other things to the loss of Manchuria, was 'consistent with the promptings of human wisdom and with the dictates of true patriotism.' The fullness of the Editor's knowledge is shown by his statement in another column that 'Wang Wen-shao is one of the conservative leaders.'

**The China Squadron.**

It was reported officially last night that the battleships *Abdon* and *Ocean*, and the cruiser *Argentine* had sailed for Yokohama. As a matter of fact, they have gone to Miao Bay to await the arrival of Admiral Sir Cyrran Bridge, who has been cruising in Japanese waters. What the manoeuvre means is not generally known, but we believe Admiral Bridge intends to go on a further cruise, taking with him several of the larger ships of the squadron, without visiting Hongkong. Our naval friends are disappointed, because they are being deprived of the festivities of St. Andrew's Day.

**British New Guinea.**

This possession, consisting of 90,540 square miles, including number of adjacent small islands, and situated off Northern Queensland across the Torres Straits, has been connected with that Colony in a special way. The Government of Queensland guaranteed the cost of the administration of British New Guinea to the extent of £15,000, though as a matter of fact New South Wales and Victoria joined Queensland in subsidizing equal amounts. New Guinea has all along been treated as a postal district of Queensland, its mails passing through that Colony. The inhabitants number 350,000, of whom 250 are Europeans. Will the Commonwealth be able to prevent any more white men going there? asks a Colombo contemporary. New Guinea for the New Guineans!

**The New Chinese Tariff.**

In their Trade Report, dated 16th November, Messrs Noel, Murry and Co., Shanghai, write:—The partial settlement of the Duty question has somewhat set their minds at rest on that score, though the proposals mentioned in our last of the Customs Authorities do not meet with the approval of Importers at all, now that they have seen the schedule of values referred to. The result is that the Local Officials have consented to submit the Tariff drawn up by the British China Association, as modified as to fall in with the views of the leading German and American import houses, to the Inspector-General of Customs, and his consent is looked for in a day or two now. (We are issuing a copy of the revised Tariff as submitted for approval herewith). The attempt on the part of the Customs at the Outports to impose Duty on articles re-exported from here that were imported free before the date fixed in the Protocol is causing a little unpleasantness, and shows how Foreign trade is hampered, whereas the only salvation for the country now is to foster it.

In the treatment of consumption, general debility, loss of appetite, despondency, and all disorders accompanied by loss of flesh and strength.

**Stearns' Wine**  
stands without a peer. There is no remedy so good, so pure, so pleasant. Sold by all chemists, wholesale from A. S. Watson & Co., Ltd., Hongkong.

**LOCAL AND GENERAL.****Notes from Nippon.**

A carriage road is to be made between Miyashita and Hakono.

Dining-cars were to be run on the Tokaido Railway after the 10th inst.

The steamer *Wakata Maru*, 1,000 tons, went ashore off Kano on the 12th inst.

The N.Y.K. will probably declare a dividend at the rate of 10.2 per cent per annum.

The Emperor bestowed a Third-class Order on Dr. Eldridge, a day or two before the latter's death.

News has been received by wire of the sudden death at London of Mr T. A. Singleton, an old resident of Japan.

The Iyo Steamship Co., with a paid-up capital of 320,000 yen, has had its three steamers seized by its creditors.

It appears that the U.S. transport *Hancock*, formerly the *Arizona*, got off after discharging 1,000 tons of pig-iron ballast and her bunker coal.

**Protestant Missionaries.**

There has just been issued from the office of the *Daily Press* a neatly-printed and bound directory of Protestant missionaries in China and Japan. The names are first given under the headings of the respective missions to which they belong, and an alphabetical list of the names and addresses follows, so that there can be no difficulty in finding out the particular mission or missionary wanted.

**Suggested Retaliation on Holland.**

A Naval Officer from China writes to *The Times*:—Is it not time that England took some steps to square herself with Holland? English people have forgotten that for the last 30 years the Dutch have been trying to deprive the Achinese of Sumatra of their independence, and simply owe her present position there to England having stopped the exportation of arms and ammunition from the Straits Settlements. Now, if we follow the lead of Holland, bring home the Sultan of Achene in an English man-of-war, assist them to carry on their war of independence from London, and supply them with arms and our sympathy, in less than six months the Dutch will require every man they have, as well as their allies the Boers, to hold the island. Mr Kruger and Mr Leyds, having been so successful, could assist them in their plan of campaign.

**Li Hung-chang's Last Words.**

Already several versions of 'last words' of the late Li Hung-chang have been published. We may take it that more are to follow! We learn from a Shanghai contemporary that when the Foreign Ministers went to condole with Li's eldest son and heir, that gentleman, with streaming eyes, said that his parent's last words commanded him to appeal to the various Foreign Ministers 'now that peace had been signed, not to go back upon what they had agreed upon'; and he prayed that 'their Excellencies would not leniently in any matters that had not yet been settled between China and the allies.' We have seen it stated elsewhere that none of the Foreign Ministers made this call, and only the American Minister lowered the Consul's flag when Li's death was announced. But these are mere details. We wait the next version of Li's last words.

**Expensive Living at Peking.**

The Peking cost of living is a steady increase under the capable management of Prince Su, writes the correspondent of the *N. C. Daily News*. All goods for foreigners are also being taxed, whether for private use or for sale. Dr. Colman, an especially devoted commissioner, assists in the collection of the latter class, as compliance has not been an easy thing. Probably foreigners will be permitted to carry on trade already begun outside the Legation area, it being understood that they pay taxes and duties the same as Chinese. The city coterie on goods for foreigners and the duty of five per cent at Tientsin to the Maritime Customs will mean more costly living in Peking. We are beginning to pay the indemnity before the indemnity pays for our losses last year. The British claimants have already found that they cannot get what they deem just and full compensation. It is surmised that Americans will also lose, though no information has been received from Washington as to the payment of private claims. Other nationals do not fare so badly.

Force of Habit.—Nurse: 'It's a boy, sir.' Editor: 'Ask him what he wants.'

**A VIOLENT ATTACK OF CROUP CURED.**

LAST winter an infant child of mine had croup in a violent form. Says Elder John W. Rogers, a Christiana Evangelist of Filley, Mo., U. S. A.:—I gave her a few doses of Chamberlain's Cough Remedy and in a short time all danger was over, and the child recovered. This remedy not only cures croup, but when given as soon as the first symptoms appear, will prevent the attack. It contains no opium or other harmful substance, and may be given as confidently to a baby as to the adult. For Sale by ALL Dealers. WARRICK & Co., Ltd., General Agents.



## LOCAL AND GENERAL.

The English Mail of the 20th October was delivered in London on the 23rd inst.

## A Chinese Schoolboy's Letter.

The following specimen of Chinese English is sent to us by a correspondent:—Now is the winter everything is very dry. If we do not take care of the fire upon the things it would break out at once. Few nights pass, suddenly an uproar of voices arose in the street. While hearing the voice I got up and went out and knew there was a conflagration in Hai Ying Kwai's house (vicinity of the Fuk Kin Province) in Go Die Street in Canton. And last night also the *Fishus* steamer was on fire but I did not know perfectly that the men were died by it or not.

## Dallas Company.

The Dallas Company, at present playing in Calcutta, in highly printed. On the 5th inst., a telegram was received in Colombo from Mr. Dallas, asking Miss Evelyn de Worms (Mrs. Davis), who was such a thorough success in the *primo donna* of the Company last year, to join the Company at Calcutta during December, taking the part of the Belle in 'The Belle of New York.' The wording of the telegram, addressed to Mr. Henry Davis, the Secretary and Manager of the Bristol Hotel, was as follows:—Will you permit Mrs. Davis to play Belle Calcutta, December, Dallas.

## The Governor's Peak Residence.

At the Finance Committee of the Legislative Council yesterday, a vote of \$40,000 in aid of the cost of \$50,000 of the Governor's Peak Residence, under the heading Public Works Extraordinary, was agreed to. Hon. J. H. Stewart Lockhart, who presided, stated that in applying for the vote the Hon. Director of Public Works had pointed out that better progress had been made with the work than had been anticipated. The additional sum they were applying for was largely required in connection with the stores, etc., ordered from England and expected to arrive before the end of the year. The following was the total expenditure:—Up to the end of October in 1899, \$2,128; in 1900, \$15,000; and in 1901, up to the end of October, \$67,125.

## A Reversion to Exclusiveness.

The Peking correspondent of the *N. C. Daily News* writes:—All the five openings in the Imperial city wall made by foreign troops are now closed or being closed. These openings have been a convenience to the Chinese as well as to foreigners, but this is not to be considered. The road from the east to the west gates of the Imperial city, which passes in front of the north wall of the Forbidden City, and thence across the marble bridge by the Winter Palace grounds, is now closed to all but foot-passengers. We hear that foreigners will be soon forbidden the privilege of crossing the Imperial city, even when going on foot, as this rule was established by the Empress Dowager in 1885. The Chinese officials think that by these little acts of reversion to exclusiveness they show that power has been restored to them. The dictatorships of Foreign Powers for a year is now to be counterbalanced by all possible endeavours to exhibit to all the retention of Chinese power. It is a time of mutual limitations, annoying to both sides.

## Theft from Anglo-American Store.

The other morning, Mr. Pollock, of the Anglo-American Store, handed the keys of the store to a coolie. Ah Chu, the storeman, usually superintended the opening of the store, but on this occasion, he was off duty on account of sickness. When Mr. Pollock arrived, he at once missed eleven boxes of cigars. The coolie was informed, and on the coolie's boxes being searched by Sergeant Watts and a Chinese detective, a sum of \$21 was found, also a bar of soap, a partly finished box of biscuits, and a bottle of Columbia beer. The coolie was brought before the Magistrate, and was awarded two months' imprisonment, and sentenced to a fine of \$10, with the option of an additional fourteen days' imprisonment for stealing the soap, etc. On returning from the Police Court, Mr. Pollock and his store assistant saw a Chinaman enter the store, mount a stool and take two boxes of Princess cigars. On Mr. Pollock and his storeman entering the shop, the Chinaman took to his heels, but was captured after a hard run and taken to the Police Station. Questioned as to his actions, the Chinaman said he was guilty of the previous day's robbery, and gave the coolie fifty cents to let him into the store to take the cigars. He also gave the name of a cigar merchant in De Vaux Road, who, he said, received the cigars and paid \$8.50 for them. The premises of the cigar dealer were then searched, and several boxes of the same brand were found; he also was taken into custody. The case now stands postponed till Thursday.

There are times, perhaps, when a lie is a virtue, but too many people make it a principle.

When a friend cuts you for something that he has heard, bear the affliction comfortably; you don't need the friendship of such a person.

Your barber and your tailor can do wonders for you in the eyes of the world; but they can't smooth out the wrinkles on your heart.

## TELEGRAMS.

[REUTERS SERVICE.]

## A CANADIAN CONTINGENT FOR SOUTH AFRICA.

London, 25th November, 1901. Canada's offer to raise 600 more mounted infantry for service in South Africa has been accepted.

## FURTHER CAPTURE OF BOERS.

Eighty Boers, part of Commandant Ackerman's force, have been captured in the Orange River Colony.

## ARTILLERY RETURNING TO INDIA.

Three field batteries are returning to India from South Africa.

## OBITUARY.

Count von Hatzfeldt, German Ambassador in London, is dead.

## RELIGIOUS RIOT IN GREECE.

An extraordinary fanatical outbreak has occurred among the students in Athens against the proposed translation of the Gospels into modern Greek, which is regarded as profanation.

## THE RIOTING IN GREECE.

Athens is quieter, but cavalry still occupy the streets.

## SOUTH AFRICA.

**Fighting near Capetown.** Commandant Buys has been captured after attacking a patrol of one hundred railway pioneers near Villiersdorp, Cape Colony. The British lost Major Fisher killed, and two officers wounded, and some prisoners were taken. The Boers lost ten.

## PUBLIC WORKS.

Yesterday, the Finance Committee of the Legislative Council, passed a recommendation to vote a sum of \$32,000 under the heading of Public Works. Hon. J. H. Stewart Lockhart, who presided, said that in applying for this vote, the Director of Public Works stated that the maintenance of storm-water drains had been paid for out of the vote for the maintenance of sewers, as no provision was made for the service elsewhere. The channel of Albany Nuliah through the Naval Yard, had become much obstructed by material washed down during the heavy rainstorms, and a considerable sum was spent in clearing it sufficient to obviate the flooding of the Yard. With regard to the Waterworks, extensive repairs had been made to the Albany and West Point Filter Beds to prevent leakage. The pump and motor for the Peak supply also required repairs, and the pumping to the Hill District and upper levels of this city had been exceptionally heavy. The necessity of further supplementing the vote for Kowloon Waterworks had arisen principally from the large expenditure incurred in putting the pumping machinery in proper repair. The cost of this alone had amounted to \$6,887. Considerable additions had been made to the number of gas lamps in use throughout the city streets and lanes, hence the necessity for supplementing this vote. A large number of miscellaneous works had been undertaken, some of the principal items being:—New Rifle Range, Tai Hang, \$3,190; name-plates for streets, \$2,090; caseway and pier at Tai Po \$1,963; alterations of police telephone service, \$1,180; road from Kennedy Road to lower tramway terminus, \$2,077; but for lepers at San Chuan, \$3,200; workshop at Wanchai Store Yard, \$2,000. The additional sum asked for under the heading of 'Water Works, Miscellaneous,' was to cover the cost of catchwaters and channels which are being constructed to divert the waters of any available streams into the City supply. With this object, it was intended to construct a catch-water along the south side of Mount Cameron to intercept a considerable stream there and to form small channels alongside the existing catchwaters leading to T'ytan and Wongneichong Reservoirs. The reason of the latter proposal was that, owing to the large surface of the catch-water bottoms and the very limited quantity of water flowing along them during the dry months, the whole of the water was either evaporated or lost by leakage. The proposed channels would be of small section so as to concentrate the flow and prevent this loss of water.

**Army Surgeon.** You've been very brave to stand all that probing. I'm so sorry I could find no bullet. 'Wounded Tommy.' 'Oh, the bullets all right, Mr. I've got it in me myself.'

**Domestic.** I understand your wife was a temptress before her marriage. Does she still allure? 'Smithkins (silly). 'Not at public.'

## CHAIR AND RICKSHA COOLIE COMMISSION.

Important Recommendations.

The following is the full text of the report by Mr. Justice T. Sornombe Smith, Acting Puisne Judge, Mr. R. C. Wilcox, and Mr. F. J. Badley, Acting Captain Superintendent of Police, the members of the Commission appointed by H.E. Sir Henry Blake on 28th August last to enquire into and report on the question of the existing difficulty of procuring and retaining reliable private chair and ricksha coolies for private chairs and rickshas:—

The undersigned, Members of a Commission appointed to inquire into and report on the question of the existing difficulty of procuring and retaining reliable private chair and ricksha coolies, have the honour to report as follows:—

1. We have held 14 Meetings between 3rd September and 4th November, 1901, and have examined 30 witnesses.

2. We have ascertained the views, on certain points, of over 120 residents by means of a printed paper of questions, which forms Appendix C.

3. The answers to these questions show conclusively that there has been difficulty in procuring and retaining reliable private chair and ricksha coolies.

4. As to the causes of the existing difficulty, we find that the main cause of the difficulty in procuring such coolies is a demand for increased wages, which many non-Chinese refuse to pay.

5. We observe that there has apparently been no difficulty in procuring six hundred coolies from China to man the three hundred new public rickshas which have recently been placed on the roads more nearly on an equality with those of public rickshas.

6. We are of opinion that the price of lodging is not a rule a serious factor in the matter, because private coolies are usually lodged near by, by their masters, and we think that the increased cost of food has been approximately met by the advance in wages which has occurred in the last five years.

7. The demand for wages exceeding \$8 a month seems, in the main, due to the fact that the calling of a public chair or ricksha coolie, especially the latter, is more lucrative, and induces private coolies to leave to join the ranks of public coolies.

8. The evidence tends to show that no regular, guide of chair and ricksha coolies exist, but each lodging house seems to be an effective centre of combination.

9. The causes of the difficulty in retaining such coolies when procured are:—  
A.—That such coolies, in many cases, object to perform odd jobs, such as cart carrying, pushing, pulling, carrying, etc., which they regard as degrading.

B.—That there is some doubt whether the law makes it penal for such coolies to neglect their duty, or to absent themselves from duty, or to accept services without notice, or to disobey lawful and reasonable orders, etc., etc., although such a law exists in respect of domestic servants. *Vide* section 3 sub-section 3 of Ordinance 14 of 1845.

C.—That a knowledge of the earnings of public coolies is not desired, but a small consideration to pay for the advantages resulting from a supply of private chair and ricksha coolies.

D.—That they sometimes object to give their whole time to their masters' service.

E.—That if they leave a master, they can usually find employment with another master or obtain other work.

10. As to whether it is advisable and practicable to introduce any, and (if any) what legislation on the subject, we have not yet formed an opinion. A draft Bill which we think would meet the case. See Appendix F.

11. We are aware that the provisions of the Victoria Registration Ordinance No. 7 of 1866 affecting the registration of servants and repealed by Ordinance 13 of 1889, were not worked with much success. The reasons for this failure were:—The absence of photography, laxity in enforcing those provisions, indifference on the part of masters, the preference of personal convenience to the general advantage, the doubtful applicability of sub-section 3 of section 3 of Ordinance 14 of 1845 to other than domestic servants, the fraudulent transfer of certificates of registration, and, probably, the payment of a registration fee.

12. The draft Bill referred to in para. 10 provides, *inter alia*, for compulsory registration at the Central Police Station, for the photographing of every private coolie, for the registration of other than private coolies, and for making it penal for masters to engage unregistered coolies and for unregistered coolies to seek or obtain employment in the same capacities.

13. We are decidedly of the opinion, which the evidence supports, that to be effective, registration must be compulsory, universal, and in the hands of the Police Department.

We think that the scheme of registration embodied in the draft Bill, will give both the Police and masters desirable and, we think, effective control over private coolies.

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15. We recommend that registration shall be free, because the payment of a fee in former times may have caused to some extent the former Ordinance to be neglected, and because the existence of a fee may be made the ground for demanding higher wages.

16. Apart from the reason that the commission of the offence of making such masters liable would probably be neglected, as it is the reputation of *'yes*' to 'make' a law of more than 3 to 1, we think that the person who accepts the services of such coolies should be liable to a fine.

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17. Generally, we think that registration will tend to weed out of the ranks of private coolies the bad characters sometimes met with, because persons unfavourably known to the Police could not be registered.

18. Some persons fear that registration will tend to limit the number of coolies now available, and therefore wish to be at liberty to engage unregistered coolies who may offer themselves. The limitation of numbers, it is said, will arise (1) from the Police Department refusing to register as private coolies men known to be bad characters, but who, and coolies, are capable of service, (2) from unwillingness on the part of private coolies to register.

In our judgment, if the result (1) anticipated by the people concerned is attained, it will prove an unqualified advantage to the community, which will thus be relieved of the presence of rogues masquerading as private coolies who, we should not be surprised, would also prove an inquiry to be to some extent the bottom of the present difficulty.

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## To-day's Advertisements

WANTED.

TWO YOUNG LADIES to assist in general Drapery Store. Apply 'V.O.E.' Care of 'China Mail' Office. Hongkong, November 26, 1901. 2414

THE HONGKONG NURSING INSTITUTION.

THE ANNUAL MEETING of the SUBSCRIBERS will be held at the CITY HALL on THURSDAY, the 28th Inst., at 12.30 p.m. The Public are invited to attend. B. BLADE, Acting Hon. Secretary. Hongkong, November 26, 1901. 2418

JUST UNPACKED FRESH CONSIGNMENT OF ELEME FIGS in 1lb and 2lb wooden boxes; ALSO BUTTER CUP BRAND PURE AUSTRALIAN MOUNTAIN CREAMERY BUTTER in 1lb tin.

H. RUTONJEE, No. 5, 'Agulhar Street, H.K., Nos. 39 and 40, Egin Road, Kowloon. Hongkong, November 26, 1901. 2416

FOR SHANGHAI. ELITA NOSSACK, Captain BURET, will be despatched for the above port on SATURDAY, the 30th Inst., at 4 p.m.

For Freight, apply to EAST ASIATIC TRADING Co., Ltd., Agents. Hongkong, November 26, 1901. 2413

TO LET. AT KOWLOON.

From 1st JANUARY NEXT.

No. 1, Lysemon Villas, a FIVE-ROOMED house, with joint use of TENNIS COURTS.

Apply to F. X. D'ALMEIDA E CASTRO, Solicitor, Queen's Road Central. Hongkong, November 26, 1901. 2418

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship THALES,

Captain Ronsow, will be despatched for the above Port on THURSDAY, the 28th Inst., at daylight. For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers. Hongkong, November 26, 1901. 2410

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SEZ, PORT SAID, FUEME & TRIESTE.

(Taking Cargo at through Rates to the BRASIL, to SOUTH-AMERICA, RED SEA, BLACK SEA, LEVANT, VENEZUELA AND AFRICA (FOUR).)

THE Company's Steamship AUSTRIA, Capt. FELNER, will be despatched as above on TUESDAY AFTERNOON, the 17th December.

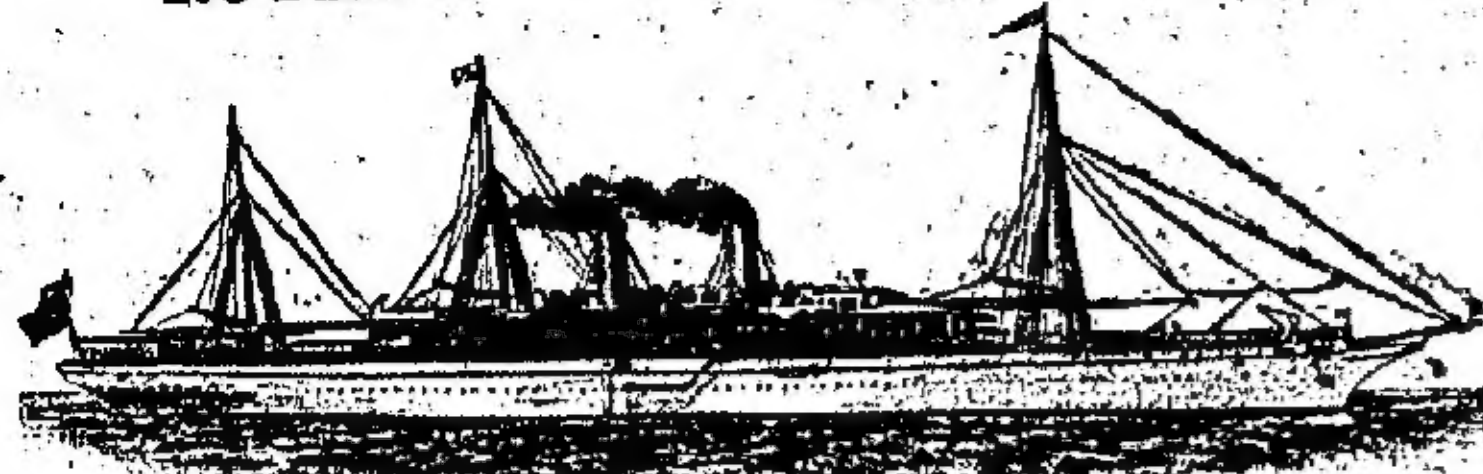
This Steamer has Magnificent Accommodation for Passengers; Electric Light. A Doctor is carried. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, November 26, 1901. 2714

THEATRE ROYAL, CITY HALL.

THE EMPIRE COMEDY CO.



## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.  
Saving 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

\*ATHENIAN, 3862 Tons, Comdr. H. Mowat, WEDNESDAY, 4th Dec. 1901.  
EMPEROR OF JAPAN, Comdr. H. Pym, R.N., WEDNESDAY, 18th Dec. 1901.  
EMPEROR OF CHINA, Comdr. R. Archibald, R.N., WEDNESDAY, 16th Jan. 1902.  
\*TAREAR, 4425 Tons, Comdr. E. Brennan, R.N., WEDNESDAY, 29th Jan. 1902.  
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N., WEDNESDAY, 12th Feb. 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.O.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

## Special Extra-Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Class Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Booklets, Rates of Freight and Passage, apply to  
D. E. BROWN, General Agent,  
PETER STREET.  
Hongkong, November 21, 1901. 1112

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE.
KOBE	Tientsin	W. W. Cooke, R.N.	About 28th Nov.
SINGAPORE AND			
BOMBAY	Pekin	F. J. Fox	About 28th Nov.
LONDON	Japan	C. C. Talbot, R.N.	Noon, 30th Nov.
LONDON	Bullard	A. C. Piers	Noon, 7th Dec.
SHANGHAI	Java	G. W. Gornon, R.N.	About 7th Dec.
SHANGHAI	India	A. G. Chiffet, R.N.	About 7th Dec.

## PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON. Orientals, 5284 Tons, 29th March.  
DON Direct without Transshipment, J. Malta, 6064, 12th April.

\* See Special Advertisement.  
\* For Freight only.  
\* Calling at Penang and Colombo if sufficient inducement offers.  
For Freight or passage, and further Particulars, apply to  
E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, November 25, 1901. 979

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMER	TO SAIL
MANILA, CEBU AND ILOILO	Kaifong	29th November.
PORT DARWIN, THURSDAY		
ISLAND, OOK TO W.	Tsinan	30th November.
TOWNSVILLE, THURSDAY		
SYDNEY AND MELBOURNE		
MANILA	Tsinan	30th November.
SHANGHAI	Whangoo	3rd December.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, November 25, 1901. 75

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, Gلاسكو, Gلاسكو, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

FOR	STEAMSHIP	CAPTAIN	DATE.
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Marburg, Capt. ZACHARIE,			30th November, Freight.
FOR HAVRE, BREMEN AND HAMBURG.			
CALLING AT SINGAPORE AND PENANG.			
S.S. Suevic, Capt. BOBE,			14th December, Freight.
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Suevic, Capt. BREMER,			28th December, Freight.
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND PENANG.			
S.S. Nuernberg, Capt. AMON,			6th January, 1902, Freight.
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Strassburg, Capt. MADSEN,			13th January, 1902, Freight.

For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Queen's Buildings, No. 1.  
1569

## Shipping.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.
KLAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th March.
BAYERN	WEDNESDAY, 2nd April.
STUTTGART	WEDNESDAY, 16th April.
KONIG ALBERT	WEDNESDAY, 30th April.
PRINZESS IRENE	WEDNESDAY, 14th May.
PRINZ HEINRICH	WEDNESDAY, 28th May.
PREUSSEN	WEDNESDAY, 11th June.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 25th June.

ON WEDNESDAY, the 27th day of November, 1901, at Noon, the Steamship BAYERN, of the Norddeutscher Lloyd, Captain H. BEEKER, with MAITS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be given till Noon, on Monday, the 26th November, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 26th November. Parcels will be received at the Agency's Office until Noon on Tuesday, the 26th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamship has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## Norddeutscher Lloyd.

For further Particulars, apply to  
Melchers & Co., Agents.  
1547

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons	Captain	Proposed Sailing
Duke of Edinburgh	3821	J. S. Cox	December 3
Tacoma	2611	A. Dixon	December 17
Victoria	3502	J. Panty	December 27

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and STEWARDESSEES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klondyke Gold Fields. Frequent sailings from Victoria, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, November 26, 1901. 422

## OCEAN STEAMSHIP COMPANY

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL	DEUTONIA	28th November.
GLASGOW AND LIVERPOOL	PELUS	7th December.
GLASGOW AND LIVERPOOL	PATROCLOS	16th December.
GLASGOW AND LIVERPOOL	SESTOR	24th December.

## HOMEWARDS.

FOR	STEAMSHIP	TO SAIL
LONDON	MACHON	30th November.
LONDON	MACHON	10th December.
LIVERPOOL DIRECT		
(Taking Cargo at London Rates),		
LIVERPOOL DIRECT		
(Taking Cargo at London Rates),		
LONDON	PATROCLOS	15th January, 1902.
LONDON	GLAUCUS	24th December.
LONDON	DEUTONIA	7th January, 1902.
LONDON	PELUS	21st January, 1902.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.  
2402

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	Destinations	Sailing Dates
INABA MARU, W. BAINBRIDGE,	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 29th Nov., at Daylight.
KAGA MARU, J. W. BAINBRIDGE,	VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOI, KOBE and YOKOHAMA.	MONDAY, 2nd Dec., at 4 p.m.
SADO MARU, W. THOMPSON,	KOBE and YOKOHAMA.	FRIDAY, 6th Dec., at 4 p.m.
MIYU MARU, N. YAGI,	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 6th Dec., at Noon.
RIJUN MARU, O. OHNO,	VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOI, KOBE and YOKOHAMA.	MONDAY, 16th Dec., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, November 26, 1901. 773

## Shipping.

## FOR YOKOHAMA AND KOBE.

THE N. D. L. Steamship SERBIA, Captain BIERMEYER, will be despatched for the above Ports on WEDNESDAY, the 27th Inst., at Daylight.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, November 25, 1901. 2397

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship KONIG ALBERT, of the Norddeutscher Lloyd, Capt. C. POLACK, due here with the outward German Mail about the 28th Inst., will leave for the above places about 24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOCHERS & Co., Agents.  
Hongkong, November 22, 1901. 2386

## DOUGLAS STEAMSHIP COMPANY.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship HAILONG, Captain BATHURST, will be despatched for the above Ports on FRIDAY, the 29th Inst., at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, November 25, 1901. 2396

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship YARRA, Captain NOLLE, will be despatched for the above on or about SUNDAY Next, the 1st December.

For Freight or Passage, apply to  
P. DE CHAMPMORIN, Acting Agent.  
Hongkong, November 25, 1901. 2398

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.  
KURDISTAN, About 30th Nov.  
LENNON, About 15th Dec.  
ORONSA, About 31st Dec.

AFRIDI, About 10th Jan.  
HILLGLEN, About 20th Jan.  
LOWTHER CASTLE, About 31st Jan.

For Freight and further information Apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, November 21, 1901. 2370

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship ANPING MARU, Captain S. ARISU, will be despatched for the above Ports, on WEDNESDAY, the 4th December, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, November 20, 1901. 2364

## SHEWAN TOMES &amp; Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ACARA, Capt. KINOSU, will be despatched as above on or about the 17th December, 1901.  
And by  
THE Steamship ASAMA, Capt. BREMER, on or about 27th Dec., 1901.

For Freight apply to  
SHEWAN TOMES & Co.,  
Hongkong, November 23, 1901. 2303

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, Etc.

Thru, About 20th Dec.

THE Steamship Thru will be despatched for SAN DIEGO, and SAN FRANCISCO, Via HAKODATE, MOI, KOBE, YOKOHAMA and HONOLULU, on or about 20th December.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 p.m. the day previous to sailing. Parcels will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents,  
Hongkong, November 5, 1901. 2361

## Shipping.

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin, CHUNGKING AND HANKOW.)

THE Steamship LIEPMOON, Capt. Th. LEHMANN, will be despatched for the above Port on WEDNESDAY, the 27th Inst., at 5 p.m.

This Steamer has superior Accommodation for First & Second class Passengers.

For Freight or Passage, apply to  
STIEMSEN & Co., Agents.  
Hongkong, November 25, 1901. 2407

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship DAIGI MARU, Captain T. KIRANO, will be despatched for the above Ports on SUNDAY, the 1st December.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, November 25, 1901. 2399

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 2nd December, at 1 p.m., the Company's Steamship ERNEST SIMONS, Capt. VAGUIER, with MAITS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES Via BOMBAY.

This Steamer connects at Colombo with the S. Ocean, which vessel takes up her Passengers and Mails, leaving that port on the 14th December, direct to SEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit at MARSEILLES for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st Dec. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.  
P. DE CHAMPMORIN, Acting Agent.  
Hongkong, November 20, 1901. 2362



## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship BALLAARAT, Capt. R. A. BAKER, carrying the Majesty's Mail, will be despatched from this Port for BOMBAY, on SATURDAY, the 7th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into a steamer proceeding direct to MARSEILLES and London; other cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, November 23, 1901. 2395

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tinsu, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMAN



## His Britannic Majesty's Ships on the China Station.

Name.	Flag and Description.	Tons.	Gms.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	976	—	—	Capt. Weber	Nagasaki
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Cusulich	Nagasaki
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	Shanghai
Aspie	French gunboat	475	8	450	Commander Journal	Saigon
Angeli	French ramboat	580	—	—	Lieut. Fille	Kobe
Bugeaud	French cruiser	4000	19	9000	Capt. Lefevre	Wosung
Chasseloup Laubat	French cruiser	3800	—	—	Capt. de Epigny St. Luc	Shanghai
Comete	French gunboat	525	—	—	Commander Letail	Banzkow
Decidue	French gunboat	960	—	—	Commander Lesny	Pakhoi
D'Entrecasteaux	French gunboat	4114	14	18,500	Captain Maralles	Nagasaki
Doussat	French flagship	8000	14	8500	Capt. de Saune	Wosung
Schareur	French cruiser	1658	8	2050	Capt. Texier	Taku
Primo	French cruiser	3739	10	9000	Captain Adam	Shanghai
Kersaint	French gunboat	1250	6	2200	Capt. de Motte du Portail	Saigon
Lion	French gunboat	470	—	—	Capt. Front	Nagasaki
Pascal	French cruiser	2888	—	—	Captain Motet	Taku
Redoubtable	French cruiser	9437	8	6071	Captain Neny	Nagasaki
Slys	French cruiser	1800	—	—	Capt. Vincet	Hongkong
Surprise	French gunboat	629	2	900	Captain Monnet	Nagasaki
Vauban	French cruiser	—	—	—	Captain Elondet	Nagasaki
Vigilant	French gunboat	—	—	—	—	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Nagasaki
Bussard	German gunboat	1600	8	2800	Comdr. von Husewitz	Nagasaki
First Bismarck	German flagship	11000	36	14,000	Captain Graf Cholke	Nagasaki
Guier	German gunboat	1600	8	—	Commander Bauer	Shanghai
Hansa	German cruiser	6005	20	10,000	—	Nagasaki
Hertlia	German cruiser	6203	20	10,000	Capt. von Uedern	Shanghai
Ilitis	German gunboat	1000	10	1300	Lieut. Commander Stamer	Hongkong
Jaguar	German gunboat	900	10	1800	Comdr. Berger	Fueclove
Karibin Augusta	German cruiser	6331	20	14,000	Captain Stein	Anoy
Loche	German gunboat	550	10	—	Comdr. Dahnhardt	Shanghai
Schwabe	German gunboat	1120	8	1500	Capt. Boerner	Shanghai
Scander	German gunboat	1600	10	2800	Comdr. Schack	Nanking
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Swatow
Vorsachs	German gunboat	—	—	—	—	Shanghai
Ella	Italian cruiser	2732	12	6500	Captain Casella	Hongkong
Fieramosca	Italian cruiser	—	—	—	Captain Negri	Nagasaki
Marco Polo	Italian cruiser	4583	16	10,543	—	Hongkong
Vettor Pisani	Italian flagship	9700	—	—	Captain de Filippo C. Onofrio	Nagasaki
Vesuvio	Italian cruiser	1500	14	—	Captain Zesi	Shanghai
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Macao
Admiral Korniloff	Russian cruiser	5500	18	1000	Captain Jakoroff	Taku
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Virovolojak	Yokohama
Atout	Russian gunboat	510	2	730	Captain Elasky	Vladivostok
Bobra	Russian sloop	950	2	1150	Captain Dobrovolek	Taku
Dimitry Donskoy	Russian cruiser	6000	16	7000	Capt. Vunderstarkouff	Port Arthur
Gromatchy	Russian gunboat	500	3	3800	Capt. Serchrenhoff	Shanghai
Gromohoi	Russian gunboat	1490	2	2000	Capt. Shilshesky	Nagasaki
Koreetz	Russian battleship	12,438	26	14,500	Captain Billman	Taku
Maudjour	Russian sloop	1500	2	2150	Commander Muravief	Nagasaki
Navarin	Russian flag and class battleship	10,070	4	—	Captain Beklemisheff	Nagasaki
Otvsky	Russian gunboat	1490	2	2000	Captain Jensen	Shanghai
Petropavlovsk	Russian battleship	12,000	—	—	Captain Gromov	Yokohama
Poltava	Russian battleship	11,000	—	—	Captain Orlov	Nagasaki
Rosia	Russian cruiser	12,500	28	—	Captain Spelrennippot	Nagasaki
Rashovitch	Russian cruiser	1330	10	—	—	Shanghai
Rurk	Russian cruiser	10,923	26	13,250	Capt. Haupt	Taku
Sorastopol	Russian flagship	10,900	—	—	Capt. Melesky	Nagasaki
Sivuch	Russian gunboat	800	2	1125	Captain Barmant	Port Arthur
Sivuch Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Challa	Taku
Sivuch	Russian gunboat	800	3	1120	Captain Soghatia	Taku
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain France Oskofomsky	Taku
Vladimir	Russian cruiser	500	11	3500	Capt. Rocchia	Taku
Zabijaka	Russian cruiser	1230	6	1184	Commander Shkruff	Nagasaki
Annapolia	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Nagasaki
Brooklyn	U. S. flagship	9215	32	18,708	Captain F. W. Dickens	Nagasaki
Don Juan de Austria	U. S. gunboat	1158	8	1100	Commander C. G. Bowman	Manila
Prole	U. S. gunboat	1800	—	—	Lieut.-mdr. J. M. Helm	Manila
General Alava	U. S. gunboat	1382	8	1988	Comdr. R. R. Ingersoll	Nagasaki
Helena	U. S. gunboat	1081	8	2200	Comdr. R. E. Percy	Manila
Isla de Cuba	U. S. gunboat	1039	8	2200	Comdr. J. E. Cogswell	Manila
Isla de Luzon	U. S. gunboat	1150	8	10,000	Captain C. H. Stockton	Hongkong
Kendrick	U. S. flag	1800	2	750	Comdr. T. H. Stevens	Manila
Manila	U. S. gunboat	3920	6	2000	Comdr. A. B. Speyers	Hongkong
Mendocino	U. S. monitor	1370	8	560	Comdr. F. M. Vice	Taku
Monterey	U. S. monitor	4084	4	5244	Comdr. F. J. Drake	Anoy
New Orleans	U. S. cruiser	4340	—	—	Lieut.-Comdr. E. S. Sperry	Cavite
New York	U. S. flagship	8270	24	9700	Captain M. H. S. Macke	Hongkong
Princeton	U. S. gunboat	1000	4	800	Commander J. R. Selfrid	Hongkong
Vicksburg	U. S. gunboat	1000	4	1118	Commander E. B. Barr	Hongkong
Wilmington	U. S. gunboat	1397	8	1834	Commander E. S. Friu	Hankow
	U. S. gunboat	1770	6	1801	Commander W. Swift	Manila



### Vessels Advertised as Loading

Destination.	Freight.
Australian Ports .....	Taiwan (s) .....
Australian Ports .....	Eastern (s) .....
Bombay & Ports of Col.	Bayern (s) .....
Plechu, S'ow & Amoy.	Amoy, Maru .....
Hankow & Hamburg.	Marburg (s) .....
Kobe .....	Tientsin (n) .....
Liverpool .....	Lyion (s) .....
London .....	Machao (s) .....
London .....	Acchies (s) .....
London .....	Chacous (s) .....
London, &c. ....	Japan (s) .....
Manila .....	Bellaarm (s) .....
Manila, Hilo & Cuba	Zafiro (s) .....
Manillas, London, &c.	Kaifong (s) .....
Marcellis, London, &c.	Inaba Maru (s) .....
New York, Suez Canal	Ernest Simon .....
New York, Suez Canal	Acara (s) .....
New Diego & San F'co	Kurdistan (s) .....
S. Francisco & Japan.	Kræven (s) .....
Seattle, via Japan .....	Thyra (s) .....
Shanghai .....	Kaga Maru (s) .....
Shanghai .....	Java (s) .....
Singapore .....	Whampoa (s) .....
Singapore & Hongkong	Valotta (s) .....
Sowat .....	Pekin (s) .....
S'ow, Amoy & Tamsui	Thales (s) .....
Tamsui, S'ow & Amoy	Hailong (s) .....
Vancouver (B.C.), &c.	Dugi Maru (s) .....
Vancouver (B.C.) .....	Empress of J.
Yokohama and Kobe ..	Atchenn (s) .....
	Serlin (s) .....

## SHARE LIST

No.

Stocks.

BANKS.

Bank of China & Japan, Limited  
National Bank of China, Limited

Do. Founders' shares

MARINE INSURANCES.  
Canton Insurance Office Co., Ltd.  
China Traders' Insurance Co., Ltd.  
North-China Insurance Co., Ltd.  
Straits Insurance Co., Ltd.  
Union Insurance Society, Ltd.  
Yangetze Insurance Association, Ltd.

FIRE INSURANCES.  
China Fire Insurance Co., Ltd.  
Hongkong Fire Insurance Co., Ltd.

DUCKS, ETC.

Doek	J. C. Farman & Co., Limited. Star Line Steamships. S. C. Farman, Boyd & Co. Ltd. STEAMBOATS, TUGS, ETC. China and Manilla S. S. Co., Ltd. Douglas Steamship Co., Limited. H.K. O. M. & Steamboat Co., Ltd. Iudo-China S. N. Company, Limited. China Mutual S. N. Co. ....
Green	Do.
Blue	Do. (new issue).
Yellow	Star Ferry Company, Ltd.
White	Shall Transport & Trading Co., Ltd.
Orange	Shanghai Tug Boat Co., Ltd.
Red	Shanghai Tug Boat Co., Ltd.
Black	Shanghai Cargo Boat Co., Ltd.
Grey	Co-operative Cargo Boat Co., Ltd.
Light Blue	REFINERIES.
Light Green	Luzon Sugar Company, Limited.
Light Yellow	Cebu Sugar Company, Limited.
Light Red	Perak Sugar Cultivation Co., Ltd.
Light Grey	WINE & SPIRITS.
Light Blue	H.K. & Kow, Wharf & Coldown Co.
Light Green	Wanchai Warehouses and Storage Co., Limited.
Light Yellow	Company, Limited.

17	LAND AND BUILDING.
18	Hongkong Land Investment and
19	Agency Company, Limited.....
20	Shanghai Land Investment Co., Ltd.
21	Kowloon Land and Building Com-
22	pany, Limited.....
23	Wei-wei Land and Building Co., Ltd.
24	Rumphreys Estate & Finance Co.,
25	West Point Building Co., Limited.....
26	TRAVEL.
27	H.K. High-Speed Airways Co., Ltd.
28	AIRWAYS.
29	Jobebu Mining & Trading Co., Ltd.
30	New Paragon Mining Co., Ltd.....
31	Preference Shares.
32	Société Française des Charbon-
33	nages de Tonkin.....
34	Queen's Mine.....
35	Raub Alt. Gold Mining Co., Ltd.....
36	Oliver's Freshold Mines, Ltd.....
37	MOTELS, ETC.
38	Hongkong Hotel Company, Ltd.
39	Oriental Hotel, Manager.....
40	Astor House Hotel Ltd. (Tientsin).
41	DISPENSARIES.
42	A. S. Watson & Co., Limited.....
43	Watkin Limited.....
44	LIQUOR.
45	H.K. and China Wine Co., Limited.
46	Shanghai Gas Company, Ltd.....
47	Hongkong Electric Co., Limited.....
48	New Electric.....

382	Green Island Cement Co., Ltd.
	MISCELLANEOUS
	Manila Investment Co., Ltd.
383	Bell's Asbestos Eastern Agency, Ltd.
384	United Asbestos Oriental Agency, Limited
385	Hongkong Bakery Company, Ltd.
386	Hk. Steam Water-boat Co., Ltd.
387	Hongkong Dairy Farm Co., Ltd.
388	Hongkong Ice Company, Limited
389	Shanghai Waterworks Co., Ltd.
390	Tokyo Trading Company, Ltd.
391	H'kong Saps Manufactory Co., Ltd.
392	Hongkong Cotton Spinning Co., Ltd.
393	Ewo. Cotton Spinning and Weav. Co., Ltd.

International Cotton Manufacturing Co., Ltd.	
Low-Kung Mow Cotton Spinning and Weaving Co., Ltd.	
Soy Chase Cotton Spinning Co., Ltd.	
Yuh-hsing Cotton Spinning Co., Ltd.	
China Provident Loan Mortgage Co., Ltd.	
Ching Tai Cotton Spinning Co., Ltd.	
Universal Trading Co.	
Robinson Piano Co., Ltd.	
Campbell, Moore & Co., Limited.	
Wm. Powell & Co., Limited.	
GRAN COMPANIES.	
Philippine Tobacco Trust Co., Ltd.	
Alhambra Limited.	
LOANS.	Amount.
Chinese Imperial Bank	Sh. 750,000

ST.—QUOTATIONS.			
JANUARY 26, 1901.			
No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
80,000	\$ 125	all	{ \$825, sellers London, £84.5
99,875	8	2	4.21
1,250	1	1	1 Nom.
19,970	10	1	8 227, sellers
23,955	10	1	8 227, sellers
7.0	1	1	816, sellers
10,000	\$ 255	\$ 50	\$157
24,000	\$ 83.33	25	\$54, sellers
5,000	100	25	Tls. 180 buyers
30,000	\$ 100	\$ 20	nom.
10,000	\$ 250	\$ 50	\$345, buyers
8,900	\$ 100	\$ 50	\$150
20,600	\$ 100	20	\$864, buyers
8,000	\$ 250	50	\$265
50,000	\$ 20	all	\$2924
8,000	\$ 25	\$ 25	\$55, sellers
5,000	\$ 34	\$ 34	\$26, buyers
55,700	Tls. 100	Tls.100	Tls. 2022, sellers

14,000.	£	50	£	50	£82, sellers
20,000.	£	50	all	£47, sales & sellers	
20,000.	£	15	£15	£303, sales & sellers	
80,000.	£	10	all	£147, sellers	
20,000.	£	2	10	£10	
20,000.	£	10	£7.10	£7.10	
10,000.	£	10	£10	£241, sellers, \$91, sellers	
000,000.	£	1	£1	£2.15, sellers	
1,000.	Tls.	100	Tls100	Tls 130, sellers	
8,600.	Tls.	50	Tls 50	Tls 340, sellers	
2,900.	Tls.	100	Tls100	Tls 135, buyers	
1,000.	Tls.	100	Tls100	Tls 135, buyers	
20,000.	£	100	all	£162, sales & buyers	
7,000.	£	103	all	£20	
7,000.	Tls.	50	Tls 50	Tls 77 1/2	
2,000.	£	30	all	£96	
2,600.	£	100	£ 37 1/2	Nom.	
15,100.	Tls.	100	Tls100	Tls 295, sales	
50,000.	£	100	100	£104, buyers	
26,000.	Tls.	50	Tls 50	Tls 100, sales	
6,000.	£	5	£ 30	£34, buyers	
3,000.	Tls.	20	Tls 25	Tls 20	
10,000,000.	£	50	£ 50	£14, sales	
12,000.	£	50	£ 50	£65, buyers	
1,250.	£	100	all	£380, buyers	

\$60,000	\$	5	all	\$24, sales & buyers
\$60,000	\$	10	all	\$41, sales & buyers
\$30,000	\$	1	all	\$1.25, sellers
16,000	Pcs.	250	all	\$325, sellers
\$0.00,000	25 cents	25 cts.	4 cents	
\$0.00,000	\$	1	18	\$13, sellers
\$15,000	\$	5	5	Nom.
\$45,000	\$	5	5	
\$2,000	\$	50	all	\$139, buyers
\$12,000	\$	50	\$50	\$50, sales
2,000	T.Tls.	50	Tls.50	Tls. 115
\$60,000	\$	10	all	\$16, sales
\$10,000	\$	10	all	\$10, sellers
7,000	\$	10	all	\$140, buyers
\$40,000	Tls.	60	Tls.60	Tls. 1175
\$30,000	\$	10	10	\$13, sales
\$30,000	\$	10	5	\$84, sales
\$60,000	\$	10	9	\$225, sellers
\$20,000	\$	30	50	\$47, sellers
10,000	\$	1	1.5	\$1.10, buyers
100,000	100 cts.	10	9	\$9, buyers
100,000	100 cts.	10	9	\$13
400	\$	50	5	\$50
7,000	\$	10	7	\$81, buyers
\$10,000	\$	75	all	\$11, sales ex div.
\$5,000	\$	21	all	\$1925, buyers

20,000	\$	68		\$17½, sellers		
10,000	\$	51				
newly	\$	100	\$100	\$10		
17,500	Tls.	100	\$100	Pts. 47		
10,000	Tls.	100	Tls.100	Tls. 32½		
8,900	Tls.	100	Tls.130	Tls. 59		
2,000	Pts.	500	Tls.100	Tls. 200		
7,500	Tls.	1.0	Tls.100	Tls. 11		
50,000	\$	30	50	\$8½, sales & buyers		
7,500	\$	30	6	\$39		
30,000	\$	30	3	\$20½, buyers		
30,000	\$	50	50	\$50		
1,300	\$	10	all	\$21, sales		
				\$10, sellers		
20,000	\$	50	60	\$50, Nom.		
200	\$	500	60	\$500, Nom.		
<u>Value.</u>		<u>Interest.</u>		<u>Quotation.</u>		
Tls. 2007 ½ p. annum 10 % prem.						
VERNON and MYTHI Share-brokers						
H. RICE, Mgr. & WARDMAN Street Hongkong.						